

PACIFIC FRUIT EXPRESS COMPANY

April News Letter

San Francisco, April 3, 1953

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	1953			1952		
	<u>PFE CARS</u>	<u>FOREIGNS</u>	<u>TOTAL</u>	<u>PFE CARS</u>	<u>FOREIGNS</u>	<u>TOTAL</u>
March	31,445	2,720	34,165	27,370	2,986	30,356
Jan-March	91,480	8,263	99,743	85,781	8,879	94,660

March loading this year was 12.5% over last year and, for the 3-month period, 5.4% over corresponding period last year. Of particular note was the increase of 14.9% in use of PFE cars in March over same month last year, and a similar increase of 6.6% for the three month period. This shows excellent utilization of PFE equipment.

- - - - -

CAR SITUATION: Supplies are good in all sections and are being further improved in Northern California to meet heavy lettuce loading in the Salinas area and potato shipments from Kern County. Both sections will get under way in fair volume by the latter part of April with lettuce in its peak in May, and potatoes increasing to good volume in May and reaching peak in June. Car supply in April will be adequate to protect requirements and, with good turn-around, will be maintained on a sound basis through May.

- - - - -

CROP CONDITIONS: S.P. Oregon Potato supplies in the Klamath Basin are nearly depleted except for a quantity of low-grade stock which will be used for animal food and by-products. Carload freight movement will be practically over by the end of April. Winter pears will continue from Medford at the rate of 4 or 5 cars daily. In Willamette Valley, miscellaneous commodities consisting chiefly of canned goods, barrelled berries and frozen foods will move in light volume through April.

Northern and Central California: Asparagus movement from Stockton district will be in full swing this week and next, after which the canners will come into the deal and freight movement will fall off sharply. The new crop of Valencia oranges is ready for harvest in Porterville area with shipments getting under way in light volume. Warm weather in Bakersfield area is bringing the huge Kern County potato crop to maturity. Digging is already under way in the Edison District where good quality spuds are being trucked to local markets. First carload shipments are expected to start the week of April 5th and all sheds in Edison District should be working by April 15th. Harvesting will spread to other Kern County fields later in the month. Spring lettuce harvest has started in a small way from Salinas Valley. However, as lettuce is still moving from Southern California

PACIFIC FRUIT EXPORTS CONTAIN

April News Letter

San Francisco, April 3, 1933

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	1933		1932	
	P.F.E. CARS	TOTAL	P.F.E. CARS	TOTAL
March	31,445	34,165	27,370	29,966
Jan-March	91,480	99,743	82,781	94,600

March loading this year was 12.5% over last year and for the 3-month period, 5.4% over corresponding period last year. Of particular note was the increase of 14.9% in use of P.F.E. cars in March over same month last year, and a similar increase of 8.0% for the three month period. This shows excellent utilization of P.F.E. equipment.

CAR SITUATION: Ship lines are good in all sections and are being further improved in Northern California to meet heavy lettuce loading in the Salinas area and potato shipments from Kern County. Both sections will get under way in fair volume by the latter part of April with lettuce in its peak in May, and potatoes increasing to good volume in May and reaching peak in June. Car supply in April will be adequate to protect requirements and with good turn-around, will be maintained on a sound basis through May.

CROP CONDITIONS: S.P. Oregon Potato supplies in the Klamath Basin are nearly depleted except for a quantity of low-grade stock which will be used for animal food and by-products. Carload freight movement will be practically over by the end of April. Winter pears will continue from Medford at the rate of 4 or 5 cars daily. In Willamette Valley, miscellaneous commodities consisting chiefly of canned goods, bottled berries and frozen foods will move in light volume through April.

Northern and Central California: Asparagus movement from Stockton district will be in full swing this week and next, after which the canners will come into the deal and freight movement will fall off sharply. The new crop of Valencia oranges is ready for harvest in Porterville area with shipments getting under way in light volume. Warm weather in Bakersfield area is bringing the huge Kern County potato crop to maturity. Digging is already under way in the Edison district where good quality spuds are being trucked to local markets. First carload shipments are expected to start the week of April 5th and all sheds in Edison district should be working by April 15th. Harvesting will spread to other Kern County fields later in the month. Spring lettuce harvest has started in a small way from Salinas Valley. However, as lettuce is still moving from Southern California

and Arizona in quantity the Salinas shipments are not expected to exceed 100 daily until mid-month. Canned goods will continue to move in reefers from San Jose and Bay Area until April 15th when the heater season ends.

SOUTHERN CALIFORNIA: Citrus fruits and vegetables will continue in steady volume of around 150 cars daily through the month.

Imperial Valley: Lettuce supplies are practically exhausted but carrot harvest will continue in good volume through April.

Yuma Valley: Lettuce movement is expected to wind up after next week, leaving only a light movement of grapefruit and carrots during the remainder of the month.

Salt River Valley: Lettuce movement will be at peak through April 15th after which loadings should decrease rapidly.

West Coast of Mexico: Tomatoes and other vegetables continue to move through Nogales in steady volume; however, with new crops of tomatoes maturing north of the border shipments from Mexico will decline as the month progresses.

T.&N.O. Miscellaneous vegetables from the Rio Grande Valley continue to move in comparatively light volume due to indifferent markets. Onions from Laredo, Rio Grande Valley and Coastal Bend areas is the principal commodity now in full harvest. Spring tomatoes are reaching maturity in Rio Grande Valley and shipments should be in fair volume by mid-April.

Along U.P.R.R. - Idaho Potato shipments continue in steady volume through March but show definite indication of declining sharply in April. Onions were cleaned up in March. No spring lettuce is expected. Acreage for both peas and carrots will be curtailed with a number of the vegetable farmers planning to grow spinach, asparagus and lima beans for freezing outlets. There is little change in fruit prospects, previously reported lighter than last year, with season somewhat advanced and frost hazard a danger.

In Utah cold weather has retarded production but radishes and green onions are now in harvest.

Pacific Northwest: Apple shipments from Yakima area have been running a bit heavier the latter part of March than at the same time last year due principally to greater storage holdings, chiefly of the Delicious variety. Good movement should continue during the early part of April. Hood River apple shipments will continue at present rate. The Government Quartermaster at Seattle has contracted for some 90 cars of potatoes to be stored, processed and later shipped from Hood River to Seattle during April-May.

Colorado potatoes are moving and will continue for next couple of weeks at rate of 2 daily.

Nebraska potatoes are moving rather slowly due to lack of

and Arizona in quantity the Salinas shipments are not expected to ex-
ceed 100 daily until mid-month. Canned goods will continue to move in
greaters from San Jose and Bay Area until April 15th when the harvest
season ends.

SOUTHERN CALIFORNIA: Citrus fruit and vegetables will
continue in steady volume of around 150 cars daily through the month.

Imperial Valley: lettuce supplies are practically ex-
hausted but carrot harvest will continue in good volume through April.

Yuma Valley: lettuce movement is expected to wind up after
next week, leaving only a light movement of refrigerator and carrots
during the remainder of the month.

Salt River Valley: lettuce movement will be at peak through
April 15th after which loadings should decrease rapidly.

West Coast of Mexico: Tomatoes and other vegetables con-
tinue to move through Mexico in steady volume, however, with new
crops of tomatoes maturing north of the border shipments from Mexico
will decline as the month progresses.

T.M.O. Miscellaneous: vegetables from the Rio Grande Val-
ley continue to move in comparatively light volume due to indifferent
markets. Onions from Laredo, Rio Grande Valley and Coastal Bend areas
in the principal commodity now in full harvest. Spring tomatoes are
reaching maturity in Rio Grande Valley and shipments should be in fair
volume by mid-April.

Along U.S. R.R. - Idaho: Potato shipments continue in steady
volume through March but show definite indication of declining sharply
in April. Onions were cleaned up in March. No spring lettuce to ex-
pected. Average for both peas and carrots will be checked with a
number of the vegetable farmers planning to grow spinach, asparagus
and lima beans for freezing outlets. There is little change in fruit
prospects, previously reported finished their last year, with season
somewhat advanced and frost hazard a danger.

In Utah: cold weather has retarded production but redishes
and green onions are now in harvest.

Pacific Northwest: Apple shipments from Yakima and Wau-
kegan running a bit heavier than latter part of March than at the same
time last year due principally to greater export holdings. Early
of the Delicious variety. Good movement should continue during the
early part of April. Hood River apple shipments will continue at
present rate. The Government Quartermaster's Service has contracted
for some 90 cars of potatoes to be stored, processed and later shipped
from Hood River to Seattle during April-May.

Colorado: potatoes are moving and will continue for some
couple of weeks at rate of 2 daily.

Nebraska: potatoes are moving rather slowly due to lack of

demand and poor markets. Trucks are quite active. Remaining supply is heavy but 60% is expected to move by truck with about 600 carloads by rail, mostly in April, decreasing in May with a few shipments in June.

- - - - -

NEW CAR ICING MACHINE: At our request the Preco Company (manufacturers of air circulating fans and automatic alcohol heaters used in our cars) have been developing a new smaller car icing machine involving some new ideas in design and which should do the job without requiring extensive and expensive platform changes. It is expected the first of these machines will be ready for trial at Los Angeles this month.

- - - - -

There may be occasional confusion concerning the sub-division territories included in the Idaho and Utah Divisions (on the Union Pacific) under the general supervision of our Superintendent at Ogden. The following territorial descriptions are offered to clarify any misunderstandings:

IDAHO DIVISION

First Sub-division - Granger to Pocatello
Second sub-division - Pocatello to Glenns Ferry
Fourth sub-division - Pocatello to Butte

This is District Agent J. M. Hansen's territory and includes all branches - Twin Falls, North Side (Minidoka-Bliss), Wells, Yellowstone (Pocatello-Idaho Falls-West Yellowstone), etc., all of which load late potatoes. Also includes Glenns Ferry proper.

Third sub-division - Glenns Ferry to Huntington

District Agent C. H. Donat's territory and includes all branches: Boise main line, Stoddard, Idaho Northern (Nampa-Caldwell), etc. This is the tree fruit, onion and early potato country. Formerly lettuce and fresh vegetables were produced here.

UTAH DIVISION

First sub-division - Salt Lake-Ogden-McCammon
Second sub-division - Salt Lake-Milford
Third sub-division - Milford-Las Vegas

Supt. Ward, in addition to over-all supervision over the Union Pacific Central District, takes care of the area from Layton (midway between Salt Lake and Ogden) to McCammon including the branches. On the Utah First sub-division there are seven Idaho potato loading stations between State Line and McCammon. Mr. Ward also looks after perishable handling on the Fourth District of UP's Wyoming Division from Ogden yards to but not including Green River.

District Agent F. L. Evans of Salt Lake handles all the rest of the Utah Division territory including the Cedar City Branch, the Mead Lake Branch (covering the Moapa Valley) and all the shorter ones.

- - - - -

3.
demand and poor workers. Trucks are quite scarce. Remaining supply is heavy but 60% is expected to move by truck with about 400 carsload by rail, mostly in April, decreasing in May with a few shipments in June.

NEW CAR ICING MACHINE: As our request the Press Company (manufacturers of air circulating fans and automatic alcohol heaters used in our cars) have been developing a new smaller car icing machine involving some new ideas in design and which should do the job without requiring extensive and expensive platform changes. It is expected the first of these machines will be ready for trial at Los Angeles this month.

There may be occasional confusion concerning the sub-division territories included in the Idaho and Utah Divisions on the Union Pacific under the general supervision of our Superintendent at Ogden. The following territorial descriptions are offered to clarify any misunderstandings:

IDAHO DIVISION

First sub-division - Granger to Pocatello
Second sub-division - Pocatello to Glenn Ferry
Fourth sub-division - Pocatello to Butte

This is District Agent J. M. Hansen's territory and includes all branches: Twin Falls, North Side (Mindanao-Bloss), Wells, Yellowstone (Pocatello-Idaho Falls-West Yellowstone), etc., all of which load late potatoes. Also includes Glenn Ferry proper.

Third sub-division - Glenn Ferry to Huntington

District Agent G. H. Bonatz's territory and includes all branches: Boise main line, Goodstar, Idaho Northern (Nampa-Caldwell), etc. This is the late fruit, onion and early potato country. Formerly lettuce and fresh vegetables were produced here.

UTAH DIVISION

First sub-division - Salt Lake-Ogden-McCannon
Second sub-division - Salt Lake-Milford
Third sub-division - Milford-Las Vegas

Super. Ward, in addition to over-all supervision over the Union Pacific Central District, takes care of the area from Layton (midway between Salt Lake and Ogden) to McCannon including the branches. On the Utah First sub-division there are seven Idaho potato loading stations between State line and McCannon. Mr. Ward also looks after perishable handling on the Fourth District of U.P. (Yering Division from Ogden yards to but not including Green River).

District Agent W. L. Evans of Salt Lake handles all the rest of the Utah Division territory including the Cedar City Branch, the Lead Lake Branch (covering the Jordan Valley) and all the shorter ones.

Of interest to P.F.E. people is the following item from the Nogalez, Ariz. Herald of March 9th:

"BURNAND & CO., PACIFIC FRUIT EXPRESS SEND WATERMELONS TO TEXAS CHILD WITH LEUKEMIA: Burnand & Co. and the Pacific Fruit Express Co. co-operated today to send three watermelons to a child in Texas suffering from Leukemia. Sufferers from this disease seem to get relief from the effects of the disease by eating watermelons. As melons are very scarce during the winter months it frequently takes a bit of doing to find them.

"Stanley Remkus, formerly of Nogales and now agent for the Pacific Fruit Express Co. in Fresno, Calif. read in this morning's Fresno paper of the call for watermelons by the child's mother, Mrs. Arthur T. Ball, Route 1, Grandfalls, Texas.

"Knowing that Mexican watermelons are sometimes handled early in Nogales, Remkus telegraphed to J. E. Dybvig, local agent for the PFE Co., asking that he send some watermelons if any are available here. "Burnand & Co. had just received the first car of watermelons of the season and on hearing of the need gave three watermelons at once. Dybvig sent the melons by fast express to the Texas child."

Stan Remkus was "on the ball", and am sure it makes all PFE people feel good to know that one of us was able to do a real act of kindness in a time of need.

- - - - -

HOUSEKEEPING: In my periodic visits to ice plants, car shops, cleaning tracks, etc., I have consistently stressed the importance of good housekeeping - not only from the standpoint of cleanliness and safety, but also orderliness. The Southern Pacific (Pacific Lines) Bulletin for March 1953 devotes 13 pages to a pictorial check-list directed to railroad operations but which are equally applicable to P.F.E. operations. A copy of this bulletin should be in the hands of all our supervisory officers on SP by this time, and a copy is being sent with this News Letter to similar officers on UPRR and east thereof. I commend it to your attention.

Some of our facilities could serve as models of good housekeeping; a few still leave something to be desired. We want a clean, orderly, safe, and efficient P.F.E. plant, and I ask your cooperation - first in creating such a plant, and second, in keeping it that way.

- - - - -

Attached is an article by Superintendent Z. F. Moody of Portland covering the Northwest District which includes a substantial part of both the Union Pacific and the Southern Pacific Railroads. This area is of great importance as the originating territory for apples, pears and cherries, as well as frozen peas, strawberries, etc.

- - - - -

The first of the new PFE mechanically refrigerated cars will be out of the shop this week. Classes were conducted at Roseville to acquaint some of our personnel with the new equipment, and on its return from the first eastbound load the car will be stopped at as many points as possible to acquaint the local people with this new equipment. These first cars, Frigidaire-equipped, include some innovations even for this new type of freight refrigeration.

K. V. Plummer

Of interest to P.F.E. people is the following item from the
Nogales, Ariz. Herald of March 9th:

"BURNARD & CO., PACIFIC FRUIT EXPRESS SEND WATERMELONS TO TEXAS CHILD
WITH LEUKEMIA: Burnard & Co., and the Pacific Fruit Express Co., co-
operated today to send three watermelons to a child in Texas suffer-
ing from Leukemia. Sufferers from this disease seem to get relief
from the effects of the disease by eating watermelons. As melons are
very scarce during the winter months it frequently takes a bit of
doing to find them.

"Stanley Remkus, formerly of Nogales and now agent for the Pacific
Fruit Express Co. in Fresno, Calif., read in this morning's Fresno
paper of the call for watermelons by the child's mother, Mrs. Arthur
T. Ball, Route 1, Granddallas, Texas.

"Knowing that Mexican watermelons are sometimes handled early in
Nogales, Remkus telegraphed to J. E. Dwyer, local agent for the PFE
Co., asking that he send some watermelons if any are available here.
"Burnard & Co. had just received the first car of watermelons of the
season and on hearing of the need gave three watermelons at once.
Dwyer sent the melons by fast express to the Texas child."

Stan Remkus was "on the ball", and am sure it makes all PFE
people feel good to know that one of us was able to do a real act of
kindness in a time of need.

HOUSEKEEPING: In my periodic visits to ice plants, car
shops, cleaning tracks, etc., I have consistently stressed the im-
portance of good housekeeping - not only from the standpoint of
cleanliness and safety, but also orderliness. The Southern Pacific
(Pacific Times) Bulletin for March 1953 devotes 13 pages to a pictorial
check-list directed to railroad operations but which are equally
applicable to P.F.E. operations. A copy of this bulletin should be in
the hands of all our supervisory officers on SP by this time, and a
copy is being sent with this News Letter to similar officers on UPRR
and east thereof. I commend it to your attention.

Some of our facilities could serve as models of good house-
keeping; a few still leave something to be desired. We want a clean,
orderly, safe, and efficient P.F.E. plant, and I ask your cooperation
- first in creating such a plant, and second, in keeping it that way.

Attached is an article by Superintendent E. F. Moody of
Portland covering the Northwest District which includes a substantial
part of both the Union Pacific and the Southern Pacific Railroads.
This area is of great importance as the originating territory for
apples, pears and cherries, as well as frozen peas, strawberries, etc.

The first of the new PFE mechanically refitted cars will
be out of the shop this week. Classes were conducted at Roseville to
acquaint some of our personnel with the new equipment, and on its
return from the first eastbound load the car will be stopped at as many
points as possible to acquaint the local people with this new equipment.
These first cars, refrigerator-equipped, include some innovations even
for this new type of freight refrigeration.

PACIFIC FRUIT EXPRESS COMPANY

Northwestern District

The Northwestern District jurisdiction on SP System starts at Alturas and Black Butte, California, and extends to Portland, comprising 1,327 miles of SP rails plus 65 miles of OC&E in the Klamath Basin, which is jointly owned and operated in turn by the SP and GN. The Portland connection is made with the Union Pacific over which line we operate to Seattle, Yakima, Spokane and Huntington; total mileage 2,120, including branch lines. In addition, the UP have equal rights on the Camas Prairie Railroad which is owned jointly by UP and the NP.

Portland, our Superintendent's headquarters in this district, is centrally located and is also headquarters for SP and UP district areas.

Normally, perishables originating in Northwestern District range from 28,000 to 30,000 cars annually for both lines and their feeding lines. Of this total, approximately 11,500 cars move under refrigeration, 4,200 under heater service and the rest under ventilation. The following tabulation shows the volume of important commodities originated in 1952:

	<u>SP</u>	<u>UP</u>	<u>Total</u>
Apples	5	3,186	3,191
Pears	3,261	2,229	5,490
Onions	2,160	229	2,389
Potatoes	5,176	810	5,986
Frozen Foods	1,061	1,210	2,271
Preserved Berries	58	192	250
Preserved Cherries	68	30	98
Nursery Stock	524	208	732
Beer	1	1,678	1,679

The larger part of the perishable tonnage of this District is highly competitive with other lines; consequently, the figures of cars handled by parent companies do not represent the total production of the area.

Frozen food is a highly important commodity and the volume shown in the tabulation represents the highest total yet handled by PFE and contract lines from this territory. Please note also a total of 250 cars of preserved berries, most of which are strawberries. These are put up in barrels as are a number of cars of brined cherries, used largely for making maraschino cherries.

Nursery stock shipments include 556 cars of evergreen. This is the heaviest movement that we have handled from the district. These are comprised of straight or mixed cars of sword ferns, salal brush, huckleberry brush and bunches of cedar branches cut in the coastal area, packaged and precooled, and moved to points all over the United States, all under refrigeration. This item includes 100 cars nursery

PACIFIC WILF INDUST COMPANY

Northeastern District

[illegible]

is centrally located, and is also headquarters for the JNT district.

commodities originated in 1952. The following tabulation shows the volume of important vegetation in 1952 under better service and the present situation. Of this total, approximately 11,500 cows were raised from 28,000 to 30,000 cows annually for beef and some other range products originating in Northwestern District.

Item	Unit	Price	Total
Beer	1	1.67	1.67
Nursery Stock	52	3.00	156.00
Preserved Cherries	66	3.00	198.00
Preserved Apples	66	3.00	198.00
Preserved Peaches	28	1.32	36.96
Preserved Food	10	1.00	10.00
Peas	5	1.00	5.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	5	1.00	5.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00
Potatoes	3	1.00	3.00
Apples	3	1.00	3.00
Peas	3	1.00	3.00
Onions	3	1.00	3.00

[illegible]

There are put up in barrels and a number of cases of printed circuit boards, used largely for making magnetic tape equipment.

[illegible]

stock and most of the rest are different kinds of bulbs.

At the Southern end of the district, Klamath Basin is the main producing potato area of the Northwest. Our takings of this business approximate 6,000 cars, of which a large proportion moves under heater service; in fact, for most destinations heater service is compulsory from November 16 through February. A District Agency is maintained at Klamath Falls, with an Agent, three Shift-Foremen, Yard Office personnel and Icemen. Ice is purchased from private contractor and stored in a building along side our icing platform which provides for a total spot of 57 cars. In 1952, 12,500 tons of ice were issued to tanks of cars and 300 tons for retop icing cars intransit. During winter months an Agent at Tulelake handles installation of heaters and makes inspections of shipments loaded on the Modoc line in California and a Clerk-Inspector works out of Klamath Falls to take care of the rest of the potato loading stations, which includes four on the OC&E. The District Agent also has supervision over Rogue River Valley.

The Rogue River Valley is noted for its fine pears, most of which originate at Medford. This includes Bartlett, Bosc, D'Anjou and Comice varieties as well as a small quantity of other miscellaneous varieties. The Comice variety is famous for its use in gift packages which idea of specializing in marketing fruit originated in that area. The Bartlett and Bosc varieties are marketed early in the season but some of the others are often kept in cold storage as late as May before being shipped. Last season total shipments of all varieties of pears amounted to 3,673 cars and for this season approximately 600 cars less due to adverse weather conditions.

The Willamette Valley located between Eugene and Portland is largely famous for the growing of Marshall strawberries, corn and beans used for freezing purposes. The latter two commodities also are important for canning.

An Agent and Clerk-Inspector are employed at Eugene principally for reicing intransit frozen food shipments, but also to handle a certain amount of initial icing of shipments loaded in that area.

Brooklyn is the terminal yard for Southern Pacific at Portland and is a regular icing station for all traffic. It has an island deck of 13 car lengths, a small ice storage and related facilities. This station also cleans cars needed for loading on the SP at Portland and nearby points in the Willamette Valley. In 1952, 8,737 tons of ice and 1,240 tons of salt were issued. Our force consists of Agent, Assistant Agent, Clerk-Inspector and one Shift-foreman, together with the necessary Icemen. A large number of cars are initially iced for frozen food loading.

Yard engines at Brooklyn handle cars to East Portland, where practically all perishables for Portland are unloaded. They also handle cars to Portland for delivery to the GN, NP and SP&S, and to do so cross the Willamette River. These deliveries are generally

stock and most of the rest are different kinds of birds.

At the Southern end of the district Klamath Basin is the main producing point of the Northwest. Our taking of this business approximately 6,000 tons of which a large proportion moves under master service in 1922. For most destinations master service is compulsory from November to March February. A District Agent is maintained at Klamath Falls with an Agent, three shift foremen, yard office personnel and 100 men. Ice is purchased from private contractor and stored in a building along side our loading platform which are provided for a total of 25 cars. In 1922, 12,500 tons of ice were issued to farms of 500 and 300 tons for reaping and haying. During winter months an Agent at Klamath handles installation of heaters and makes inspections of shipments loaded on the Modoc line in California and a Clerk-Inspector works out of Klamath Falls to take care of the rest of the potato loading stations which includes four on the OOR. The District Agent also has supervision over Rogue River Valley.

The Rogue River Valley is noted for its fine peaches. Most of which originate at Medford. This includes Bartlett, Rose, D'Anjou and Comice varieties as well as a small quantity of other miscellaneous varieties. The Comice variety is famous for its use in gift packages which is of special interest in marketing fruit originated in that area. The Bartlett and Rose varieties are marketed early in the season but some of the others are often kept in cold storage as late as May before being shipped. Last season total shipments of all varieties of peaches amounted to 3,675 cars and for this season approximately 600 cars less due to adverse weather conditions.

The Willamette Valley located between Eugene and Portland is largely famous for the growing of Marshall strawberries, corn and beans used for freezing purposes. The latter two commodities also are important for canning.

An Agent and Clerk-Inspector are employed at Eugene principally for taking interest in frozen food shipments, but also to handle a certain amount of initial taking of shipments loaded in that area.

Brookings is the terminal yard for Southern Pacific at Portland and is a regular stopping station for all traffic. It has an island dock at 13 car length, a small ice storage and related facilities. This station also serves as a needed for loading on the SP at Portland and nearby points in the Willamette Valley. In 1922, 8,737 tons of ice and 1,230 tons of salt were issued. Our force consists of Agent, Assistant Agent, Clerk-Inspector and one shift foreman, together with the necessary foremen. A large number of cars are initially loaded for those four locations.

Yard situated at Brookings handles cars to East Portland, where practically all potatoes for Portland are unloaded. They also handle cars to Portland for delivery to the GN, WP and SP, and to do across the Willamette River. These deliveries are normally

made through the Northern Pacific Terminal Company which is a switching company jointly owned by and serving all railroads entering Portland. However, cars routed via Union Pacific are interchanged to the UP at East Portland although actually moved to Albina by Southern Pacific engines and crews.

The PFE's Agent is located in freight shed of the East Portland Terminal Company at East Portland.

Icing at Portland and East Portland (mostly initial icing of empties for loading at that point and the reicing of loads awaiting delivery) is performed by a private contractor on team and industry tracks. Total issues in 1952 were 2,118 tons of ice.

A force of Agent, two Clerk-Inspectors and a Shift-Foreman, with necessary Icemen, is maintained at Albina, the break-up yard for the Union Pacific at Portland. Albina has an 8 car length icing platform and a 30 ton ice house. In 1952, 6,706 tons of ice and 1,189 tons of salt were issued. This station, like Brooklyn, does considerable initial icing of cars for frozen food loading and cleans cars for local requirements. The ice supply at Albina and Brooklyn is furnished by contract.

The district from Portland to Seattle is highly competitive, as between the Union Pacific, Milwaukee, Great Northern and Northern Pacific. Beer is the most important commodity from PFE standpoint, followed by frozen food, canned salmon, and miscellaneous commodities. At Seattle, we maintain a District Agent who covers the territory from Castle Rock to Seattle. His office employs a Diversion Clerk and a Clerk-Inspector.

Hood River Valley, 65 miles East of Portland, raises apples and pears. Shipments for the season now drawing to a close are expected to total 1,150 cars of apples and 1,850 cars of pears. Practically all the pears are of the D'Anjou variety. We maintain a seasonal Agency at Hood River generally from the 15th of September until the end of March to handle car distribution, diversions, the few shipments under heater service and to supervise icing performed by a private contractor.

Hinkle, Oregon, the first regular icing station East of Portland, is 28 miles West of Pendleton and was activated as a regular icing station September 2, 1951, for all traffic. Hinkle was established by the UP as a terminal in lieu of Rieth, Umatilla, and Wallula due to construction of McNary Dam at Umatilla which will raise the water level of the Columbia River for about 50 miles upstream, completely inundating present site of Wallula where we maintain an ice manufacturing plant. With opening of Hinkle, the icing of cars previously performed at Rieth and Wallula was discontinued.

The facility at Hinkle is the most modern and consists of a 30 car length island icing platform with office located above deck at about a half way point. Ice is moved into Hinkle in carload lots

made through the Northern Pacific Terminal Company which is a switching company jointly owned by and serving all railroads entering Portland. However, cars routed via Union Pacific are interchanged to the UP at East Portland although actually moved to Albia by Southern Pacific engines and crews.

The PTE's Agent is located in freight shed of the East Portland Terminal Company at East Portland.

Loading at Portland and East Portland (mostly initial icing of empties for loading at that point and the reloading of loads awaiting delivery) is performed by a private contractor on team and industry trucks. Total trucks in 1952 were 2,118 tons of ice.

A force of Agent, two Clerk-Inspectors and a Shift-Foreman, with necessary loomen, is maintained at Albia, the break-up yard for the Union Pacific at Portland. Albia has an 8 car length icing platform and a 30 ton ice house. In 1952, 6,700 tons of ice and 1,189 tons of salt were issued. This station, like Brooklyn, does considerable initial icing of cars for frozen food loading and clean cars for local requirements. The ice supply at Albia and Brooklyn is furnished by contract.

The district from Portland to Seattle is highly competitive, as between the Union Pacific, Milwaukee, Great Northern and Northern Pacific. Beer is the most important commodity from PTE standpoint, followed by frozen food, canned salmon, and miscellaneous commodities. At Seattle, we maintain a District Agent who covers the territory from Seattle back to Seattle. His office employs a Division Clerk and a Clerk-Inspector.

Hood River Valley, 65 miles East of Portland, raises apples and pears. Shipments for the season now drawing to a close are expected to total 1,150 cars of apples and 1,850 cars of pears. Practically all the pears are of the D'Anjou variety. We maintain a seasonal Agency at Hood River generally from the 15th of September until the end of March to handle car distribution, diversions, the low shipments under heater service and to supervise icing performed by a private contractor.

Hinkle, Oregon, the first regular icing station East of Portland, is 28 miles West of Pendleton and was activated as a regular icing station September 2, 1951, for all traffic. Hinkle was established by the UP as a terminal in lieu of Rietz, Umatilla, and Wallula due to construction of McNary Dam at Umatilla which will raise the water level of the Columbia River for about 50 miles upstream, completely inundating present site of Wallula where we maintain an ice manufacturing plant. With opening of Hinkle, the icing of cars previously performed at Rietz and Wallula was discontinued.

The facility at Hinkle is the most modern and consists of a 30 car length island icing platform with office located above dock at about a half way point. Ice is moved into Hinkle in enclosed loads

and unloaded on a 4 car length unloading deck, thence by spike conveyor incline to overhead crossover to the deck. A 30 ton ice house provides storage for ice when requirements are light.

Under the deck are located salt and heater storages. A modern bunkhouse with lavatory and shower facility was built near by, along with a shop and material storage.

Force consists of Agent and other Class 1 employees supervising the icing of cars around the clock, and handling inspections under heater service or ventilation, together with necessary icemen.

This station also handles initial icing for loadings in the vicinity of Hinkle. In 1952, 10,382 tons of ice were issued along with 1,211 tons of salt. The number of cars to be cleaned will vary considerably, but likely will run from 6,000 to 8,000 annually. In 1952, 6,117 cars were conditioned.

Yakima Valley is the heaviest produce area served by the Union Pacific in the Northwestern District. It is expected that for the season now drawing to a close, we will originate about 2,600 cars of apples and 500 cars of pears. Both of these crops were light last year because of adverse weather conditions and the same is true in reference to peaches, prunes, apricots, and cherries, produced in large quantities in the area from Kennewick to Yakima and vicinity.

Yakima is a regular icing station for traffic originating that point or on the Yakima Valley Transportation Co., an electrical line which serves the fruit growing district immediately adjacent to Yakima, and for icing cars delivered to connection. Also some cars are initially iced for loading at lower valley points.

The icing platform of 23 car lengths, a building for the storage of heaters and salt with office facilities is owned by the PFE Company. The ice storage house is of 7,000 tons capacity. A private contractor hauls ice from his own plant for our requirements which in 1952 amounted to 12,500 tons.

Our forces at Yakima consist of District Agent and a Clerk located in an office with the General Agent of the UP; and an Agent at the ice deck.

Another produce area which is quite important is that from Pendleton to Lewiston which produces a high percentage of the peas grown in the United States. In one year, one-fourth of the peas canned originated in this area. It is reported that last year the quantity of peas frozen amounted to fifty million pounds. There are plants at Pendleton, Weston, Milton-Freewater, Walla Walla and Lewiston, confined almost entirely to the freezing of peas.

In the Milton-Freewater-Walla Walla District a large number of prunes are produced as well as some early Spanish type onions.

and unloaded on a 4 car length unloading dock, thence by spike conveyor incline to overhead crossover to the dock. A 30 ton ice house provides storage for ice when requirements are light.

Under the dock are located salt and heater storages. A modern bunkhouse with lavatory and shower facility was built nearby, along with a shop and material storage.

Force consists of Agent and other Class I employees supervising the loading of cars around the clock, and handling inspections under heater service or ventilation, together with necessary ice men.

This station also handles initial icing for loadings in the vicinity of Hinkley. In 1952, 10,382 tons of ice were issued along with 1,211 tons of salt. The number of cars to be cleaned will vary considerably, but likely will run from 6,000 to 8,000 annually. In 1952, 6,117 cars were conditioned.

Yakima Valley is the heaviest produce area served by the Union Pacific in the Northwestern District. It is expected that for the season now growing to a close, we will originate about 2,600 cars of apples and 500 cars of pears. Both of these crops were light last year because of adverse weather conditions and the same is true in reference to peaches, pumpekins, apricots, and cherries, produced in large quantities in the area from Kamnawich to Yakima and vicinity.

Yakima is a regular icing station for fruit originating from that point or on the Yakima Valley Transportation Co., an electrical line which serves the fruit growing district immediately adjacent to Yakima, and for icing cars delivered to connection. Also some cars are initially iced for loading at lower valley points.

The icing platform of 23 car lengths, a building for the storage of heaters and salt with office facilities is owned by the PFE Company. The ice storage house is of 7,000 tons capacity. A private contractor hauls ice from his own plant for our requirements which in 1952 amounted to 12,500 tons.

Our forces at Yakima consist of District Agent and a Clerk located in an office with the General Agent of the UP; and an Agent at the ice dock.

Another produce area which is quite important is that from Redbluff to Lewiston which produces a high percentage of the pears grown in the United States. In one year, one-fourth of the pears earned originated in this area. It is reported that last year the quantity of pears frozen amounted to fifty million pounds. There are plants at Redbluff, Weston, Milton-Freewater, Walla Walla and Lewiston, confined almost entirely to the freezing of pears.

In the Milton-Freewater-Walla Walla District a large number of pumpekins are produced as well as some early Spanish type onions.

and an increasing number of apples. There are a large number of cars of canned goods shipped.

Superintendent's office at Portland has a force of 17, including the Superintendent and Assistant to Superintendent, supervising all operations of the PFE in the Northwestern District. There is a day shift diversion force, Monday through Saturday, to handle diversions, supervise such handling in the district, and furnish passing advice of shipments moving northbound on Roseville blocks and coming in from the east. This information is furnished by telephone to local receivers and by wire to our representatives and Railroad Agents where we do not have representatives.

and an increasing number of apples. There are a large number of acres of canned goods shipped.

Superintendent's office at Portland has a force of 115, including the Superintendent and Assistant Superintendent, supervising all operations of the PRR in the Northwestern District. There is a day shift division force, Monday through Saturday, to handle division, supervise such handling in the district, and furnish assistance of shipments moving through on Roosevelt Division and coming in from the east. This information is furnished by telephone to local receivers and by wire to the representatives and railroad Agents where we do not have representatives.